

G-23 Memo from Mark Davies re Response to Point Wells Urban Center Supplemental Staff Recommendation
PFN: 11 101457 LU

memo

to **Paul MacCready, Principal Planner/Project Manager,
Snohomish County Departments of Planning & Development Services and Public Works**

from **Mark Davies, PE, MIG|SvR**

cc **Dan Seng, Perkins + Will**

re **Response to Point Wells Urban Center Supplemental Staff Recommendations,
May 9, 2018
MIG|SvR #09038**

date **May 14, 2018**

Failure to Document Feasibility and Code Compliance of Second Access Road

The April 17, 2018, Staff Recommendation identifies multiple code and design requirements that the then-proposed second access road failed to meet. While the resubmittal is an improvement over the previous application materials, the new information provided by the Applicant on April 27, 2018, still does not demonstrate the feasibility of the second access road regarding several crucial elements. As a result, the application substantially conflicts with the County Code regarding the proposed second access road.

The Snohomish County April 17, 2018, Staff Recommendation included seven items describing problems or missing information related to secondary access per the April 17, 2017, submittal of the project. On April 27, 2018, the Applicant submitted new plans and reports. After review of these new plans and reports, the items below remain in substantial conflict with applicable code requirements.

(1) [Missing and incomplete information identified in the April 17, 2018 Staff Recommendation]:

A site plan that depicts the entirety of the proposed second access road from the project site to its connection with 116th Avenue West, including existing contours, finished grade, and property interests that will need to be acquired –

Evaluation of 2018 Resubmittal. The site plan still does not depict the entirety of the second access road to its connection with 116th Avenue West. Instead, the Applicant submitted a separate exhibit showing the secondary access road (Exhibit B-8). This exhibit does include existing contours and proposed finished grades. However, Exhibit B-8 does not depict the property interests that the proposed road would affect or give an adequate depiction of the connection to 116th Ave W. Much of the road would cover a parcel owned by the Applicant; however, this parcel is only 34.7 feet wide in the relevant section (Exhibit D-1), which is less than the road profile shown on Exhibit B-8 of 38.5

feet wide (26' driving area + 5.5' landscaping + 7' sidewalk). Exhibit B-8 is unclear about the location on which parcels the applicant proposes the additional 3.8 feet of road profile. To achieve the necessary road grade, Exhibit B-8 also shows recontouring beyond the parcel owned by the Applicant. This property information is required to demonstrate road feasibility and to ensure any project approval contains pre-conditions to acquire necessary property interests. This lack of information means that the project remains in substantial conflict with compliance with SCC 30.53A.512 Fire Apparatus Access and EDDS 3-01 (B)(5) [2010].

Response to comment:

The intent of the exhibit is to show that the second access road can be constructed to meet the SCC 30.53A.512 for roadway grade (min. 15% slope), roadway width (min. 20 ft clear), height clearance (min. 13 ft 6 in) and turning radius (min. 20 ft interior, 40 ft exterior) and materials (asphalt or concrete). The second access to 116th Ave W is included in the stormwater conveyance design and hydraulic model and the pollution generating surface is accounted for in the water quality facility design (calculations are included in the April 24, 2018 targeted drainage report). The second access roadway located within the Town of Woodway is being discussed with both the Town of Woodway and the adjacent private property owners. The access drive is located within the Town of Woodway and will have a separate permit process. The exhibit meets the requirement to show the connections to 116th Ave W and the development. The Town of Woodway typical roadway section is less than shown. We have updated the cross section to indicate removing the curb, planter and sidewalk and adding a walkway adjacent to the roadway which can be constructed within the 34.7' wide parcel. Walls approx. 2 ft to 6 ft will be needed in some areas and both shared access with neighbors or separate access driveway facilities are possible depending on the location. The exhibit indicates compliance with fire access, and walls allow the cross section to remain in the existing property boundary. This project is accepting that project approval contains pre-conditions to acquire necessary temporary easements and other agreements with property owners.

(2) [Missing and incomplete information identified in the April 17, 2018 Staff Recommendation]:

Supporting documentation to show the feasibility of constructing the road as proposed, which includes a geotechnical analysis (SCC 30.62B.140(1)(b) [2007]) –

Evaluation of 2018 Resubmittal. The new geotechnical engineering report (Exhibit C-24) provides some of the information necessary to show the feasibility of the proposed second access road. However, several of the critical assumptions in this report do not have any engineering analysis or documentation to support the assumptions presented. Due to the late timing of the submittal, Snohomish County has not had time to review Exhibit C-24 in detail, but based on preliminary review does find that the proposal still lacks sufficient geotechnical analysis to demonstrate compliance with (SCC 30.62B.140(1)(b) [2007]). Please refer to Issue #8 for more details on this substantial conflict with code requirements.

Response: See additional information provided by Hart Crowser

(3) [Missing information identified in the April 17, 2018 Staff Recommendation]:

A drainage report showing how surface water would be conveyed from the roadway and landslide hazard areas, including any surface water conveyed within existing drainage easements that would be impacted by road construction and location (SCC 30.62B.320(1)(a)(iii) [2007]) –

Evaluation of 2018 Resubmittal. Snohomish County finds that the resubmittal still does not comply with (SCC 30.62B.320(1)(a)(iii) [2007]) and remains in substantial conflict with this code provision. While there is new information regarding storm drainage along the surface of the second access road per a new design on Sheet C-300, the newly revised drainage plans still do not depict conveyance of surface water associated with Wetland A (SCC 30.62B.140(1)(a) [2007]) or for drainage of the retaining wall systems below grade. Neither of the Targeted Stormwater Site Plans submitted on April 27, 2018 (Exhibits C-31 and C-32) adequately address the functionality of the proposed drainage for Chevron Creek. Exhibits C-31 and C-32 are both silent on surface water associated with Wetland A and on the drainage system recommended for the retaining walls in the latest geotechnical engineering report by Hart Crowser (Exhibit C-26, pages 35-36).

Response: The resubmittal addressed SCC 30.62B.320(1)(a)(iii) by identifying a swale at the top of wall per section 2/C-501, and page 35 and 36 of the April 20, 2018 geotechnical report discuss the collection of surface and ground water conveyed in lined ditches or piped to existing creek or ditch. Where walls are not required, and the roadway is in a cut section, a sidewalk drainage facility may be installed where needed per detail EDDS Detail 3-020. The details of upslope and ground water collection system will be provided with the next phase of permitting as typical with most projects. There is a proposed storm drain line and associated catch basins along the access drive and wall (C-300) for connection of wall drains at multiple locations. Where the wall drain is below the storm system, the wall drains and outflow from Wetland A will be routed to the Chevron Creek sedimentation vault preventing concentrated flows from being discharged on a landslide or hazard area.

(4) [Missing information identified in the April 17, 2018 Staff Recommendation]:

Documentation supporting a deviation from the prohibition on development activities in a landslide hazard area (SCC 30.62B.340 [2007]) –

Evaluation of 2018 Resubmittal. Please refer to Issue #8 for more details on this substantial conflict with code requirements.

Response: See additional information provided by Hart Crowser

(5) [Missing information identified in the April 17, 2018 Staff Recommendation]:

A mitigation plan for impacts to Chevron Creek and Wetland A (SCC 30.62A.150 [2007]) –

Evaluation of 2018 Resubmittal. Please refer to Issue #8 for more details on this substantial conflict with code requirements.

After review of the new plans and reports submitted by the Applicant on April 27, 2018, the items below no longer remain in substantial conflict with applicable code requirements.

Response: Complete

(6) [Missing information identified in the April 17, 2018 Staff Recommendation]:

Analysis of the impact of the second access road on Chevron Creek and the wetland identified as Wetland A in the April 17, 2017, Critical Areas Report (SCC 30.62A.140) –

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Evaluation of 2018 Resubmittal. The revised critical areas report submitted on April 27, 2018 adequately identifies the construction impacts to Chevron Creek and Wetland A (Exhibit C-30, page 76). Based on preliminary review, this issue no longer qualifies as a substantial conflict under SCC 30.61.220.

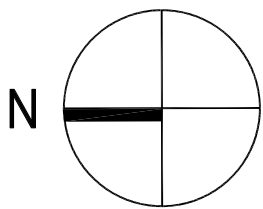
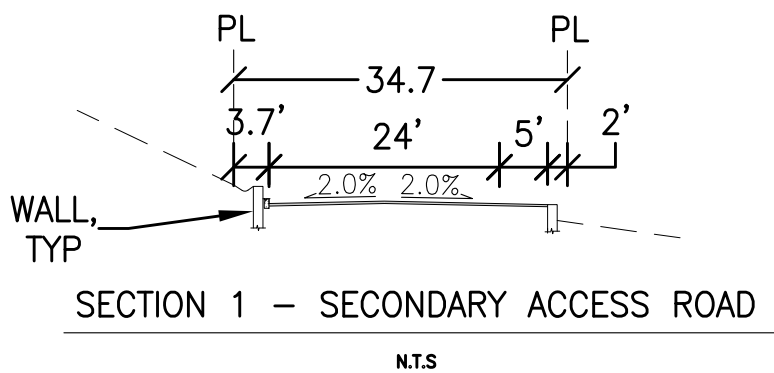
Response: Complete

(7) [Missing and incomplete information identified in the April 17, 2018 Staff Recommendation]:

Documentation of a road design that could be converted to a public road (SCC 30.24.060 [2009]), which means complying with EDDS (SCC 13.05.020); or requesting and receiving a deviation from EDDS when the applicable EDDS requirements call for a standard 50-foot right-of-way (EDDS Table 3-1 [2010]) with a 24-foot pavement width plus planter strip (5-feet) and sidewalk [7-feet] on each side of the road (EDDS Standard Drawing 3-050 [2010]), which create the pedestrian facilities required by SCC 30.24.080 [2009].

Evaluation of 2018 Resubmittal. The Applicant provided a revised design for the secondary access road on April 27, 2018 (Exhibit B-8) and provided an EDDS Deviation Request to allow private roads throughout the project (Exhibit A-30). Based on preliminary review, this issue no longer qualifies as a substantial conflict under SCC 30.61.220.

Response: Complete



POINT WELLS

SECOND ACCESS EXHIBIT

Date: 05/14/18

REFERENCE PFN-11-101457 LU



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